

Such a tracklaying vehicle is known in practice, with a hydrostatic drive being normally provided for the tracks. The drive is operated by the internal combustion engine, with a gear being optionally provided between internal combustion engine and hydrostatic gear or drive sprocket for controlling the individual tracks. Furthermore, such a tracklaying vehicle has a number of additional devices, such as a rotary snow plow, a front snow plow blower, a winch drive, or the like. Furthermore, adjusting mechanisms for the corresponding device carriers or for a snow clearing blade are provided for the additional devices or also for further vehicle means, tilting devices are provided, for instance, for the driver's cab or a platform, as well as a track tensioner, or the like."

line 1, after "vehicle" insert

-- Such a vehicle is known from WO94/09548. In the prior-art vehicle, an electric motor for a drive wheel of a track is driven by an internal combustion engine via a generator. In the overrun mode, the electric motor can be switched as a current generator for accessory drives of the vehicle. Such accessory drives are intended for additional devices that are mountable on the piste-maintenance vehicle, such as a rotary snow plow, a front snow plow blower, or the like, and/or for vehicle components, such as a tilting device for platform and driver's cab or for track tensioning. --

lines 18-20, delete "the hydrostatic drive for the tracks is relatively heavy and the total drive system for the tracklaying vehicle is of a relatively poor efficiency." and insert therefor

-- for instance electric motors for a snow plow shaft are directly controlled by a high-performance control unit, without any information being furnished on a dependence of such a control unit on

a2

the vehicle speed, or the like. /--.

Page 2, lines 2-5, delete "the tracklaying vehicle is more lightweight with the positive characteristics of the prior-art drive of the tracklaying vehicle being maintained, and that the efficiency of the tracklaying vehicle drive is increased at the same time, as well as the uniformity of piste maintenance." and insert therefor --/a uniform piste maintenance of an unvarying high quality is ensured independently of the vehicle speed or an uphill or downhill driving of the vehicle. /--.

a3

lines 8-27, delete "internal combustion engine is connected via a generator and at least one electric motor and possibly via a gear to each drive sprocket and that in the overrun mode the electric motor is switchable as a current generator for accessory drives designed as electrohydraulic or electric drives, with at least the electric drive for a shaft of the snow plow being synchronized with the electric motor of the drive sprocket.

In comparison with a known hydrostatic drive, the inventive use of generator and of at least one electric motor yields an equally good protection against and resistance to environmental factors and overloading. At the same time, the electric motor permits a precise control of the power transmission; due to the increased efficiency of the electric drive system the latter yields an identical or even increased tractive force on the drive sprocket and a vehicle performance comparable to or even better than that of a hydrostatic drive.

In the absence of all of the hydraulic components of the hydrostatic drive in the drive train, the inventive use of generator and electric motor considerably reduces the weight for the tracklaying vehicle. Furthermore, difficulties which might arise from sealing and from the hydraulic medium supply of the hydrostatic drive are not observed.";

and insert - electric drive for a shaft of the snow plow is synchronized with the electric motor for the drive sprocket. It is thus possible to adapt snow plow shaft speed and travel speed to one another, resulting in a defined number of tooth engagements of the snow plow shaft per distance covered.

Furthermore, in comparison with hydrostatic drives that are known in practice, one generally obtains an equally good protection against and resistance to environmental factors and overloading. The electric motor permits a precise control of the power transmission. Due to the increased efficiency of the electric drive system the latter yields an identical or even increased tractive force on the drive sprocket and a vehicle performance comparable to or even better than that of a hydrostatic drive.

Since all of the hydraulic components of a hydrostatic drive in the drive train are no longer needed, the weight of the piste-maintenance vehicle is considerably reduced, and all difficulties that might arise from sealing and from the hydraulic medium supply of a hydrostatic drive are no longer observed. [-]

Page 3, line 8, delete "an improved" and insert therefor -- a good --; and
lines 24-28, delete "To ensure a defined number of tooth engagements of the snow plow shaft per distance covered, and thus uniform piste maintenance work, it further turns out to be of advantage when the electric drive for the snow plow shaft is synchronized with the electric motor for the drive sprocket. The shaft speed and traveling speed can thus be adapted to each other.".